

## **From the Chief, Marine Safety Branch**

Welcome to the California Department of Fish and Game, Office of Spill Prevention and Response, Marine Safety Branch (MSB) Newsletter. After an absence of several months, the MSB newsletter is back. This newsletter serves to inform the maritime community of the status of MSB programs and current policies.

Many of you know that due to the budget constraints of the State of California, we had a "hiring freeze" during the past fiscal year. This meant that although we had an examination for Oil Spill Prevention Specialists (OSPS), we had not been able to hire any new OSPS's from the list that was created. The hiring freeze has been extended until at least July 2004. Therefore, we have found it necessary to prioritize the work performed by our OSPS's. We may not always have the personnel available to commit to drills, meetings, or noncritical activities. Additionally, as of July 1, 2003, the Regulations Unit has been shifted back to the OSPR Legal Branch.

The MSB has endeavored to serve the people of California by prioritizing our efforts into three strategic categories: (1) Preventing oil spills; (2) Ensuring we are prepared for an oil spill; and (3) Conducting an effective response to an oil spill. The MSB is now organized into four distinct units that focus on prevention, preparedness, and response. The Maritime Safety Unit, under Jack Geck's supervision, spearheads our prevention efforts. The Readiness Unit, with Chris Klumpp in charge, ensures that both OSPR and the industry are prepared to respond to an oil spill. Our two Field Operation Units (North and South, led by Rick Holly and James Rolin respectively) perform all three activities: prevention, preparedness, and response. I think you will learn from this newsletter that our approach is working, with your help, to create a safer environment for California's marine resources.

To learn more about the MSB, please visit our page on the OSPR website:

<http://www.dfg.ca.gov/ospr/organizational/msb/msb.htm>

Ted Mar

## **Maritime Safety Unit Update**

By Jack Geck

The Marine Safety Unit remains busy not only with the prevention of oil spills, but with training a new Oil Spill Prevention Specialist (OSPS). Although the hiring freeze prevented us hiring from the OSPS Examination List, we were able to transfer an experienced OSPR employee, Laura Jansen, to an OSPS position. She comes to us from another unit in OSPR and is currently in a prototype training program to become an OSPS.

The Harbor Safety Committees have been very productive. (Read more about them in the "Prevention Section" of this newsletter.) The Harbor Safety Chairs will be meeting with the Administrator at the Third Harbor Safety Committee Summit in October of this year. They will be sharing ideas and concerns with each other and the Administrator.

Jack Geck participated with several other state Agencies on the Cruise Ship Environmental Task Force. The Task Force produced a report on the waste streams generated by the cruise ship industry. The report and recommendations were submitted to the state legislature for further action.

Patricia Haynes, our Vessel Arrivals unit representative, has discovered eighteen vessels arriving in State Waters, since January 2003, that were not in compliance with COFR or Contingency Plan requirements. She worked very closely with the

shipping agents, vessel owners and our field staff to assist the vessels in meeting regulatory requirements.

Barbara Foster runs our San Francisco Escort Tugboat crew training and inspections program. She, along with our field inspectors conducted training program inspections on two escort tugboat services this year. Al Storm, when not catching up on contingency plan reviews, dedicates his time to the SF Bay harbor safety and marine transportation safety programs.

## **Readiness Unit Update**

By Chris Klumpp

The Readiness Unit continues to work toward increasing our preparedness for a California response. In June, under the leadership of Cindy Murphy, the first Local Government drill took place. Cindy also hosted an appreciation day for volunteers who had worked the SS JACOB LUKENBACH oil spill.

Bill Weber, our Oil Spill Response Organization (OSRO) program specialist, continued to keep track of the OSROs capabilities by holding unannounced rating drills and inspections.

Hathor Woods has been working diligently on our "Drills and Exercise" database ensuring plan holders are conducting their required triennial drills. In July we began to mail out letters to plan holders which our database indicated had drill deficiencies.

And last, but not least, Tommy Flores volunteered to cross-train with our Northern Field Operations Unit. With his work load doubling and having to answer to two supervisors, Tommy continues to keep a positive attitude. Working with OSPR scientific and the San Francisco Area Committee, he oversees the OSPR Headquarters end of the new Sensitive Site Strategy Evaluation Program (SSSEP) which began on May 14, 2003.

Over the next quarter we will be reaching out to the Spill Management Teams (SMT). OSPR is interested in quantifying what they deliver to an event.

### **Northern Field Operations Unit Update**

By Rick Holly

Maybe it's the dry weather or maybe it's a renewed focus on prevention of oil spills, but major spills are down in Northern California. During the past two quarters, we initiated three prevention focused initiatives, one statewide and the other two in Northern California. We presented these programs last month to Ted Mar, Chief of MSB, and Bud Leland, OSPR's Assistant Deputy Administrator. Our statewide initiative was the brainchild of OSPS Sean Kelly who was recalled to active duty in the U.S. Coast Guard and has spent the last few quarters in the sands of Iraq and Kuwait. All of us at the field office appreciate what Sean is doing for his country and the sacrifices he and his family are making. We expect Sean will be back to work with us this fall.

We've also been busy indoctrinating OSPS Tommy Flores into the practices and procedures of our field office. Tommy has split his time between Sacramento and the field office. He joined us this quarter to help augment the field office in Sean Kelly's absence and to use his previous experience at marine terminals and at the State Lands Commission as he "learns the ropes" here. The field office has also benefited from Tommy's recent in-depth experience with all of the processes involving COFR's and contingency plan reviews and approvals. It's been a worthwhile endeavor for all.

Our statewide prevention project involved partnering with the California Coastal Commission and other environmental groups statewide to map (via GPS) "Small Craft Refueling Docks and Marinas," plus develop an outreach and spill prevention program. In Sean's absence, Ted Martin has taken the lead on this initiative, and we are presently in the process of gathering information on 193 different geographical

locations in Northern California with Jim Rolin and his Southern California OSPS's taking on a similar number for this project. Besides collecting good informational data, the field presence and concerns for spill prevention have added a positive public outreach element to this program. All of our Northern California OSPSs are involved in this project. It's a common sight to see Dave Blurton, Vince Jeffries, Ted Martin, and Tommy Flores checking the batteries of their GPS units and road maps as they head out to the field early in the morning. Another aspect of this program is discovering many marinas and some fueling facilities that we didn't know existed.

Another prevention project that Dave Blurton undertook was reviewing significant pipeline spills over several years, identifying causes, and investigating actions taken by the pipeline companies. Dave spent a number of months both in the field and elsewhere reviewing records and talking to pipeline operators (like himself). That's right, for those of you that don't know Dave's background, he spent 20 years as a pipeline operator before he joined OSPR. All of this research was leading to the question: "Are we doing the right things to prevent these pipeline spills from happening again?" Thus far, we're seeing a familiar pattern emerging. Like cars, baseball teams, or facilities involved with transferring liquid products, they're not all the same. Pipeline operators are no different. Some have state-of-the-art equipment on line or are replacing older lines with newer equipment, while others are making minimal, and sometimes marginal, repairs. We are seeing some encouraging initiatives by companies such as Pacific Pipeline Company that appear to be focused on preventing future oil spills.

To keep our readiness skills honed, we attended some factory training provided by P&K Safety on our Direct Reading Instruments (DRI) that can give us warnings of hazardous atmospheres **before** we enter a dangerous situation. We followed this training up with a mini-field exercise where we practiced with

our Multi-Rae instruments, took samples of a "spilled liquid," marked the position with our GPS equipment, and critiqued our exercise.

Vince Jeffries' prevention project focused on taking a "wide and in-depth" look at OSPR's Bunkering and Lightering and Non-Tank Vessel (NTV) regulations. Of primary interest was ensuring that Initial Response Activity Manual (IRAM) or Vessel Response Plan (VRP's) carried on board were, in fact, consistent with updated plans submitted by vessel owners, and that OSRO information was correct. He is also educating the Masters, Chief Officers, and Chief Engineers of shipping companies that all shipboard emergencies (i.e., explosions, fires, collisions, and groundings) are reportable, simultaneously, to the State OES, as well as to the Federal National Response Center (NRC). Another area vetted was the drainage of containment areas around fueling connections. In some cases, drains from containment were open ended to the deck below and had the potential of creating a significant spill before vessel personnel were aware of the problem. This is an on-going program. More to follow next quarter.

Last, but by no means least, Dara Chavoen has been busy analyzing lots of data collected from many sources that is key to the direction we take as far as time management, prevention programs, and monitoring activities. She does all this in addition to providing excellent analytical feedback on expenditures and trends we see at the field office level. She also continues to provide purchasing assistance to the Northern California Field Office, and NFRT as necessary; as well as, assisting OSPSs in Southern California with time sheet and OSPS-specific items.

### **Southern Field Operations Unit Update**

By Jim Rolin

The southern unit has been busy to say the least this past quarter. But first I want to recognize one of our

OSPS's. Dennis Chastain has been serving with the USCG Sea Marshall program virtually since 9-11. I speak with Dennis on occasion and he is doing well. I just want to say we miss Dennis "The Brain" Chastain here at the Southern Field Operations Unit. BRAVO ZULU Dennis.

Prevention is our first priority and Vern Josey has been instrumental in helping us develop a method for dialog when approaching a marina, a small marine fueling facility or a small craft refueling dock. With that said we have also been assisting the California Coastal Commission (CCC) with their marina mapping project. Vern, Jack Prescott, and Ed Boyes have been traveling the southern area with GPS in hand, collecting data and forwarding this information to the CCC. They are almost complete with this task. Additionally, we have been walking the docks, showing our colors, and making a presence in a cooperative manner. The folks in the oil transportation industry know we are there and they see us on a daily basis. Due to our vigilance and presence within the harbor community, a potential spill was averted. Read about it in the "Cases this quarter" section of this newsletter.

We have also been working with the OSPR Industrial Hygienist, Francis Mateo and the Office of Emergency Service's California State Training Institute (CSTI) to develop an OSPR HAZWOPER stand alone course. We have taken an aggressive approach to this and a schedule for the course has been established. Ed, Jack and Francis along with the folks at CSTI have been working relentlessly in the development of a HAZWOPER course and cadre of trained instructors. This CSTI certified course will benefit both OSPR and DFG. The first certified HAZWOPER course is scheduled for September 2003. Anyone required to have 24-hour HAZWOPER training should take this course. Here's where it gets exciting; in November 2003, the CSTI Train the Trainer HAZWOPER class is to be held. This is where both OSPR and the traditional side of DFG will get a cadre of instructors. So if you

ever wanted to be a certified CSTI HAZWOPER outreach instructor here is your chance. The goal is to get at least two or three per area (i.e. Sacramento, Eureka and of course the northern field office in Fairfield). I wish to thank Francis, Jack and Ed for all the hard work they put into this program.

We have represented OSPR not just in the field but on all fronts. Local Harbor Safety Committee meetings at Port Hueneme and Los Angeles/Long Beach along with their associated sub-committees have kept us busy as well. You can also find us attending the SOCAL MTSAC sub-committee meetings on Safety & Security, and Environment. Jim Rolin, as part of the Logistic Team for the SONS exercise, met and conferred, then traveled with the team successfully locating an ICP and NIC for the exercise.

### **Prevention**

#### ***Harbor Safety Committees***

By Jack Geck, Al Storm, Jim Rolin, and Barbara Foster

The Humboldt Bay HSC has just completed their Boating Safety Brochure. Hughes of OPRR was instrumental in getting the brochure printed up and ready for the annual Humboldt Maritime Exposition scheduled for September 27, 2003. A vacancy for the Labor Representative on the committee is currently being advertised. CWO Jim Brisco, the local USCG committee representative, is planning to retire in the next few months. We would like to welcome Phil Daastol, of the Humboldt County Sheriff's Office, our newest at-large member.

The San Francisco Bay Area HSC is working on a small craft safety video called "Sharing the Bay" which is scheduled for release at the beginning of the 2004 boating season. They also expect to be voting on new bylaws at their September meeting. Committee member Margot Brown recently won the

BC/States Task Force 2003 Legacy Award in the private citizen category. The award, in part, was for her body of work accomplished while chairing the Prevention Through People work group which has published numerous small craft safety guides. The terms of three members, in the categories of ferry operators, tank ship operators and dry cargo vessel operators, will expire this fall. Appointments for these positions will be made, respectively, in September, October and November. Nine Committee appointments will be made in May 2004, when the terms of the majority of the committee members will expire. The San Francisco HSC meets the 2<sup>nd</sup> Thursday of every month, the next meeting is scheduled for September 11, 2003.

The Port Hueneme HSC's next meeting is scheduled for September 10. Meetings are held quarterly on the first Thursday of the month. Currently, there are two vacancies, one for the U.S. Navy and the other an "at large" seat for the Marine Petroleum Operators. The USN will be submitting their representative's name shortly. The "at large" seat is one of four seats for which petitions have been submitted to the OSPR Administrator. The Recreational Boaters representative and Rob Hughes of OSPR are working on creating a small vessel safety brochure. The HSC provided the Coast Guard with proposed changes to the Coast Pilot that should improve navigational safety on the approaches to Port Hueneme.

The Los Angeles/Long Beach HSC reports that meetings are generally held every other month, on the first Wednesday of the month. The exceptions are special meetings and a break during the summer months. Currently there are two vacancies, one for the Port of Long Beach and the other an "at large" seat for the Marine Oil Terminal Operators. The Port of Long Beach will be submitting their representative's name shortly. The newest committee member is Mr. John C. Cox, Port Agent for the Seafarer's International Union of North America.

The San Diego HSC has been busy working on brand new bylaws. They created a subcommittee and hammered out a document that was acceptable to the entire Committee within a month. Kudos to Corliss Nugent for leading the charge, with able assistance from Ed Dangler, Debra Marks, Ellen Faurot-Daniels, Mike Crouch, S. Stires, Richard Goben, Steve Frailey, Stan Westover and Liz Studebaker. Membership notes: Congratulations to CDR Steve Metruck, USCG, on his selection to Captain. The Committee welcomed Jim Peugh, of the Audubon Society, as the Environmental representative. Bill Lewis, to the dismay of the other members, has announced his upcoming retirement at the end of the year. A plankholding alternate representative of Pleasure Boat Operators, he will be sorely missed, especially in his role as the Education Subcommittee Chair. True to his dedication, he has drafted Jim Lonergan, Commodore of the Southwestern Yacht Club (and PhD in Physics), as his replacement. Jim is a regular HSC meeting attendee.

### ***Facilities***

By Rick Holly

During the past quarter we have been working with the Marine Facilities Division (MFD) of the State Lands Commission to investigate and find solutions to a recurring challenge at one of Northern California's Marine Terminals. The circumstances that have caused a small spill and a "near miss" centered on passing partially filled oil transfer hoses to barges. Additionally the barges were starting to connect these hoses with the hoses outside of the containment area. The potential for an oil spill on deck or in the water increased significantly when these two substandard procedures were combined.

With the focus on prevention, OSPS Ted Martin visited other marine terminals in the area, consulted with MFD and marine terminal personnel, and discussed a number of potential "fixes" to reduce the risk of oil spills from partially filled oil transfer

hoses. One of the fixes that appeared to be most promising to all concerned was to replace an antiquated (early 1900 era) crane which had questionable capability to lift and drain the transfer hoses.

A follow up visit to the terminal by Ted Mar, Rick Holly, and Ken Leverage (MFD) was conducted last month. Terminal personnel were most cooperative and helpful during a "hands on" tour of their dock and oil transfer equipment. We're happy to report at this writing that the marine terminal we speak of is taking the initial steps to start the replacement process that will result in a hose handling crane capable of doing the job. We'll keep you posted and will recognize the terminal for this prevention initiative when the action is complete.

### ***Tanker Tug Escorts***

#### **Port of San Francisco Tanker Tug Escort Regulations**

By Al Storm

In recent years, only minor revisions of a *clean-up* nature have occurred in the San Francisco Bay tug escort regulations. Their most current review took place in second half of 2002. In this review, the tug escort workgroup examined a previous Committee recommendation to expand tug escort requirements to include carriers of dangerous cargos. In the same effort, the workgroup also conducted an in-depth examination of the entire tug escort regulation, including the tug/tanker matching matrix. The workgroup's final report to the Committee, dated February 1, 2003, called for rescinding the recommendation for tug escort expansion. Further, the workgroup offered no suggestions for any changes to the current tug regulations. By a vote, the Committee accepted this position.

At a Harbor Safety Committee meeting in early 2003, it was announced that Polar tankers had begun transiting San Francisco Bay without tug escorts.

These tankers are exempt from tug escort requirements because they meet the regulatory requirements of *full redundancy*. Polar tankers are effectively equipped with two completely independent steering, propulsion and bow thruster systems.

#### **Port complex of Los Angeles and Long Beach Harbors (LA/LB) Tanker Tug Escort Regulations**

By Jim Rolin

After much debate, the LA/LB HSC submitted two proposals for tanker tug escort regulations covering manning and operations of escort tugs for the port complex to the OSPR Administrator. One proposal was developed by labor organizations and the other by the tug boat operating companies.

Because of the debate on tug crew manning, the USCG Marine Safety Office LA-LB developed a tug ride-a-long program to capture and study information on tug boat crew manning and fatigue. The results showed fatigue was no more or less in LA/LB Harbor than the rest of the industry. The USCG Captain of the Port (COTP) did not find any identifiable overriding safety concerns. For that reason no COTP order or standard of care is being implemented.

Currently the official USCG MSO LA-LB report and results are being reviewed by the Commander, Eleventh Coast Guard District and have not been released to OSPR.

### ***Preparedness***

#### ***Area Committees***

##### **Central Coast Area Committee**

By Tommy Flores

The Central Coast ACP (CCACP) is planning for a PREPEX during calendar year 2004/2005. The

Central Coast does not conduct many over the water petroleum transfers. For this reason it is extremely challenging to drill in this area every year. The MSB, Readiness Unit is currently seeking to identify an industry member to act as the responsible party for this exercise. If you would like to volunteer to be the responsible party for this PREPEX, please contact Tommy Flores at the phone number shown at the end of this newsletter.

Abandoned and derelict vessels are a constant problem within the small craft marina communities along the Central Coast of California. DFG/OSPR Warden John Sutton is eagerly working on solutions to mitigate the environmental damage from these vessels.

### **Los Angeles/Long Beach Area Committee**

By Chris Klumpp

The LA/LB north and south meetings are now combined. The Dispersant Subcommittee is working on a draft dispersant use policy/FOSC checklist. With the upcoming 2005 ACP revision, the USCG and OSPR are in the process of digitizing the sensitive site maps. The sensitive site subcommittee is conducting site visits and updates with the local OSROs.

The next meeting is scheduled for 1:00pm, September 3, 2003, in the Clean Seas' training room.

### ***Oil Spill Response Organization News***

By Bill Weber

With the October 2002 approval of section 819 of the California Code of Regulations, OSPR was given the opportunity to establish and test concrete performance standards for Oil Spill Response Organization (OSRO) Ratings. OSRO applications began arriving in early November, and review and unannounced drill scheduling began immediately

afterward. A total of ten OSRO applications were received.

The first drill was held on November 15 in Long Beach, and the last drill was held on December 31 in San Diego. From beginning to end, the tone of each drill was positive, with OSROs making every effort to exceed requirements and expectations. The OSROs receiving Letters of Rating were: Advanced Cleanup Technologies, Inc.; Ancon Marine Services; Cal Bay Industrial Services; Clean Bay; Clean Coastal Waters; Clean Seas; Foss Environmental Services; Patriot Environmental, Inc.; SoCal Ship Services; and TracTide Marine Corp.

The rating program is a process rather than an event because OSPR's intention and mission is to insure the best achievable protection (in this case based on realistic expectations) all of the time. With that in mind, three of the Rated OSROs had unannounced checks of their inventories performed by OSPR personnel since the beginning of 2003. OSPR also executed an unannounced drill which allowed modifying (improving) Foss Environmental Service's rating. Foss was successful in meeting all of the requirements to maximize their rating during the six hour drill. This program is a huge step in the right direction for OSPR to ensure that OSROs are prepared to respond to oil spills in California's marine environments.

At the end of each day, the OSROs had proved their capabilities, and OSPR knew what we could expect from these spill responders. All in all, it's a good basis for partnerships and moving forward.

### ***Unannounced Drill Program Announcements***

By Chris Klumpp

Over the last quarter the MSB, Readiness Unit showed a significant drop in drills conducted.

Budget, reduced travel, priorities, and a slight course change resulted in a fewer drills being conducted last quarter.

By the end of the quarter we expanded the unannounced drill program to include Mobile Transfer Units (MTUs). MSB conducted outreach to both north and south MTU companies and conducted 3 unannounced drills.

This next quarter we plan to once again jump start the plan holder unannounced spill drill program throughout California. The emphasis will be notifications on nontank vessels, tank barges, and MTUs, with possible equipment deployment. We also plan on conducting some outreach/notification drills on cruise ships visiting Monterey Bay as well as on our Central Coast MTU's working the waterfront.

### ***Sensitive Site Strategy Evaluation Update***

By Tommy Flores

The Sensitive Site Strategy Evaluation Program (SSSEP) has gained momentum and has recently completed four site evaluations this past calendar quarter. There has already been one site evaluated this present quarter, with three more to go. The participating Oil Spill Response Organizations (OSRO's) have eagerly jumped into the program. They are MSRC, NRC, Foss Environmental, and Clean Bay. Blue Water and Associate's Terry Joslin is the SSSEP subcommittee chair and he is doing a wonderful job facilitating the committee. DFG/OSPR Cordelia Field office Biologist, David Price is also doing an outstanding job managing and evaluating this program. Contingent upon the current success of the SSSEP program, the Marine Safety Branch is hopeful to incorporate the rest of California into this program within two years.

The "Drills and Exercises" sections of the contingency plan regulations (i.e. Section 818.02 (e) (1) for vessels) require the exercise of shoreline

protection strategies. The OSROs participating in the SSSEP program will be able to meet these requirements on behalf of their plan-holder clients.

### ***Contingency Plan News***

By Ted Mar

As of September 1, 2003, the Pacific Merchant Shipping Association (PMSA) will no longer offer their Maritime Association Response Plan (MARP). Vessels previously enrolled with PMSA and using their MARP must now submit a full nontank vessel contingency plan for review and approval prior to entering State Waters.

Tank vessel and facility plan updates were due in April 2003. When we receive a plan revision, the plan reviewer not only enters the revision, but reviews the plan again for any outdated documents, expired contracts, or other discrepancies. If outdated documents or expired contracts are found, the contingency plan may be placed in a denied status until current documents and contracts are received. A prudent plan submitter preparing a plan revision to add or delete a vessel should review certificates, OSRO contracts and other such documents already in the plan and, if expired, provide the current documents with the plan revision. This will prevent unexpected surprises to both the plan submitter and plan holder.

We have been receiving photocopied, faxed or scanned Feasibility and Executability Statements for Contingency Plans. The statement, required by Section 827.02(a)(1)(E)2 of the nontank vessel regulations, must be an original document, on company letterhead stationery, dated, and signed by an individual at the executive level within the owner/operator's corporate management structure. The signer's name and position within the company must be typed underneath the signature.

In the case of the imminent entry of a vessel into California State Waters, OSPR will accept fax or

electronic copies of the Feasibility and Executability Statement on a temporary basis until an original statement can be obtained from the vessel's owner/operator.

### **Response**

#### ***Cases this quarter***

##### **NORCAL MSB Case of the Quarter**

Investigation still in progress

By Rick Holly

Here's one of the more unusual spills we've encountered this quarter. The spill involved a Natural Gas pipeline running underwater. The pipeline was scheduled for removal. As part of the removal process divers located the line but apparently did not "walk the line" in its entirety. Prior to removing the line a line flush was started. It should be noted that natural gas from the gas collection fields is a mixture of vapors (natural gas) and liquid (natural gas condensate). Shortly after the line flush began a sheen was noticed in the water in the vicinity of the pipeline. Subsequent investigation and analysis indicated that the substance had similar characteristics to kerosene. As the investigation progressed it appeared that the line had been cut (by someone) prior to the line being flushed.

It appears there are a few immediate lessons to be learned from this incident. First, as most of us know, maintenance on pipelines, including their removal and replacement, can and has been a source of many (most of them minor) oil spills. Testing the structural integrity of a pipeline to be flushed would seem to be a first step in the flushing process. Vacuum testing or pressure testing of the pipeline in question might have avoided this incident. Having a complete and detailed record of all maintenance performed on a pipeline available to subcontractors would have also helped avert this spill.

Last, but by no means least, the companies that have taken the time to vet their repair and maintenance procedures are usually the one that have the lower risk of accidents of this type. While the cut pipeline appears to be the immediate cause of this spill, the root cause in all probability lies in an Organizational/Management Failure and/or a Human Error failure. We'll see as we look into this incident further.

##### **SOCAL MSB Case of the Quarter**

"Pier B Street Pond Incident"

By Ed Boyes

The Ports of Los Angeles and Long Beach have been in a state of constant change for quite a while now due to the 2020 Project with the marine infrastructure and the Alameda Corridor Project. Roadways and access to various waterfront sites change weekly. The Anaheim Street Bridge that crosses over the Alameda Corridor Transportation Authority right of way from the Port of Los Angeles to the Port of Long Beach finally opened up to traffic. While driving eastbound on the bridge I noticed what looked like a new drainage pond. This pond was visible only from the bridge and was located between the railroad tracks that parallel Pier B Street, the bridge and a storage yard for Long Beach Iron Works. I noticed what looked like a black bathtub ring after driving by a few times.

On the afternoon of July 7, 2003, OSPR Environmental Scientist Cory Kong and I returned to the site on foot and sure enough there was oil stranded on the shoreline of the pond and droplets of oil coming up from the bottom and turning into sheen which was carried by the wind to the bank of the pond where it stranded. The oil on the bank and surface of the pond posed a threat to wildlife.

I returned the next day at noon with Warden Kyle Hiatt and we kicked off the response by calling the Long Beach Fire Department, which in turn brought out Long Beach Health Hazmat. The NRC and OES were notified and the Pipeline Call Wheel was

activated and the pipeline operators responded to the site. The pipeline operators made the determination that their nearby pipelines were not the source of the sheen.

Because the pond was on Port of Long Beach property, Long Beach Health Hazmat called out their contractor Ocean Blue to scrape the oil of the bank and deploy sorbents. I wrote up the Incident Action Plan and did the Site Characterization, Warden Hiatt began the investigation and Cory Kong took on the environmental aspects of the incident. The Alameda Corridor Transportation Authority (ACTA) was responsible for the construction of the pond which was designed to drain to the Dominguez Channel. The ACTA took responsibility for the ongoing cleanup needed daily, and is in the process of developing a long term plan to prevent the spread of the oil. The Regional Water Quality Control Board has become involved because of the ground contamination and shallow water table. Whatever the long term plan is for this incident, OSPR will continue to be involved.

## **Volunteers**

By Cindy Murphy

On May 29, 2003, OSPR and the Oiled Wildlife Care Network (OWCN) hosted the "Volunteer Appreciation Day" at the San Francisco Bay Oiled Wildlife Care and Education Center in Cordelia for the "SS JACOB LUCKENBACH" volunteers. This was an opportunity for the staff at OSPR and OWCN to personally thank those volunteers for their dedication, hard work, and endless hours helping rehab the oiled birds that were affected by the "SS JACOB LUCKENBACH."

Approximately, 40 volunteers were welcomed by Cindy Murphy, DFG-OSPR's volunteer coordinator. She then introduced Yvette Hernandez and Sue Campbell, two new volunteer coordinators for OWCN. Cindy Murphy and Yvette Hernandez

presented a brief description of the legislation creating OSPR and the OWCN.

Kim McCleneghan, an environmental scientist for OSPR gave a presentation Titled, "The Ghost of the SS JACOB LUCKENBACH." Kim's presentation gave the volunteers an inside look on how the "mystery" of the "SS JACOB LUCKENBACH" was solved.

The Director of the OWCN, Michael Ziccardi, gave a detailed recap of the spill from the perspective of the bird care efforts. Michael, discussed lessons learned and how important each hour a volunteer donated helped in the overall care of the oiled birds.

Following the presentation, a delicious buffet lunch was served. This gave staff and volunteers time to enjoy a wonderful lunch and reflect on the spill.



*(Volunteer Appreciation Day June, 2003)*

Our Oil Spill Volunteer Program offers a unique opportunity for volunteers to work side-by-side with staff from the Wildlife Health Center, Oiled Wildlife Care Network and the International Bird Rescue and Research Center. Our volunteer program is designed to facilitate hands-on participation to assist in the rehabilitation of oiled wildlife. So, please join over 1,000 dedicated volunteers who help during an oil

spill response, and you will gain a whole new perspective on saving wildlife and the environment from oil spills in the State of California.

If you want more information regarding volunteer opportunities, visit us at

<http://www.dfg.ca.gov/ospr/organizational/msb/readiness/readiness.htm>

If you are interested in becoming an oil spill volunteer and meet the following requirements; 18 years of age, in good health, and be able to lift 25-35 lbs, please contact Cindy Murphy, Volunteer Coordinator at [cmurphy@ospr.dfg.ca.gov](mailto:cmurphy@ospr.dfg.ca.gov). You must also be able to follow oral and written directions, be willing to get your hands dirty, and most importantly, have a good sense of humor. The last two qualifications are not written requirements, but are highly recommended if you plan to volunteer for more than four hours.

## **In the Works**

### ***SONS Update***

By Ted Mar

The California Spill of National Significance 2004 (Cal SONS 2004) is scheduled to be held the week of April 19, 2004 in and around Southern California. Exercise Design Teams have scheduled meetings to begin fleshing out the exercises to meet the written national, regional, and local objectives of Cal SONS 2004. The Logistic Team has begun the process of choosing sites for the National Incident Command (NIC) Post and the local Incident Command Posts.

Training and a table top exercise has been scheduled for September 24 – 26 in Oakland for the NIC players. Participation is by invitation only. For more information, contact Ted Mar at (916) 323-6281.

### ***Spill Management Team (SMT)***

By Chris Klumpp

In our continuing effort to simplify and streamline oil spill contingency planning requirements the OSPR will begin gathering information to quantify the effectiveness of Spill Management Teams (SMT). Through a series of Technical Advisory Groups, OSPR will investigate issues such as the response roles of the SMT, if there are any advantages of requiring SMTs to be located in California, determining distinctions between planning and performance, and the drills and exercise program for all vessels that hold contracts with local and statewide SMT companies. The OSPR will begin sending out correspondence in the late fall. If you have question or comments, please contact Mr. Chris Klumpp (916) 322-1195, Readiness Unit Supervisor.

### **Meet Your MSB Staff**

#### ***Ted Martin***



Ted Martin became an Oil Spill Prevention Specialist with Fish & Game in early 1993. Ted was one of the two original OSPSPs assigned to the field. He came to Fish and Game from the Marine Facilities Division of the State Lands Commission as did most of our field OSPSPs. Field OSPSPs are known for their marine and industry technical knowledge and experience. Ted gained his knowledge and experience by serving 26 years in the U.S. Navy, mostly in engineering, and

served as Chief Engineer on two destroyers and a Navy tankship.

#### ***Verne Josey***



Verne entered state service on January 14, 1991. He was one of the original seven (7) Marine Terminal Safety Inspectors hired by the State Lands Commission to staff the Long Beach Field Office at the fledgling Marine Facilities Inspection & Management Division. Their initial responsibilities were to identify all Marine Terminals within their assigned geographic area and to implement aspects of Senate Bill 2040, the Lempert-Keene- Seastrand Oil Spill Prevention and Response Act, relating to the operation and management of Marine Terminals.

After several months of negotiations with the State Lands Commission, Verne became an official member of the OSPR on November 1, 1993. Verne and several other members of the current team arrived at the OSPR to become the first OSPSPs.

Verne is a retired Naval Officer with 22 years of active service. He has a B.B.A. in Business, and an M.P.A. in Public Administration. He intends to return to school in the not too distant future and complete the final semester for a second Masters Degree In Human Behavior.

#### ***Tommy Flores***



Tommy Flores is an Oil Spill Prevention Specialist in the Sacramento Marine Safety Branch, Readiness Unit. He reviews contingency plans, coordinates Drills and Exercises for Plan holders in Northern California and conducts Plan Holder Unannounced spill drill exercises through out California. Prior to working for OSPR, Tommy worked for the California State Lands Commission, Marine Facilities Division, Northern California Field Office as a Marine Terminal Safety Specialist.

Tommy also brings seventeen years of Petroleum Storage and Distribution experience to the Department of Fish and Game, Office of Spill Prevention and Response. Tommy has been a Petroleum Distribution Systems operator and a Terminal Manager for several Department of the Navy Marine Terminals located in Northern and Southern California.

### ***Marine Safety Branch Phone List***

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